are demanded, one for in and the other for

West-bound traffic is now so heavy that

the Big Four and the Pennsylvania are

urging consignees to move freight as

promptly as possible. The depot capacity at Indianapolis has been trebled in the

last few years, and it is thought when

these enlarged facilities are completed will

out-bound business

freight at this point.

detriment of the stock market.

represents an expenditure of \$82,600,000.

Western, are controlled by foreigners.

pany will invade the Pacific ocean and to-

gether with the Orient and Wabash Rail-

roads will encircle the earth." said Vice

Railway, who has just returned from Lon-

don, where he and President Stillwell, of

Thomas Hume, superintendent of the In-

city yesterday. He will spend a few days

ternational & Great Northern, was in the

in Wabash and other points in the State.

Mr. Hume, during the superintendency of

C. C. Gale, deceased, was his private sec-

retary and is well known in Indianapolis

railroad circles. The Interstate Car Com-

pany, recently organized in this city, with

John Groff as president and E. H. Darrach

treasurer, is getting upon solid ground rap-

idly, constantly increasing its force and

is much encouraged by the orders that are

coming in. A Southern road this week

made a contract with the company to re-

WILL PUBLISH BOOKS.

American Printing Company, of This

City, Incorporated Yesterday.

yesterday at the office of the secretary of

business, but will engage in the publication

of books. Its directors are Daniel A. Cheno-

weth, Wirt D. Hord and Arthur N. De

day was the "Hub Club of Indianapolis,"

with social, literary and political aims. Its headquarters will be at 1304 North Senate

are George Pickering, K. Wood, M. Overton, William Keen, Abe Lusk, F. Hibbitts and

The Fortville Telephone Company was in-

the State, especially in the counties of Han-

capital stock of the company is \$10,000 in

THE COURT RECORD.

NEW SUITS FILED.

Richard A. Wells vs. Nillia Brewer et al.

Ellen Brock vs. Philip Brock et al.; di-

Sarah Marvin vs. William Marvin; di-

HIGHER COURTS' RECORD.

SUPREME COURT.

-Minute.-

20109. Frank K. Keiser et al. vs. William

A. Mills et al. Hamilton C. C. Appellant's

APPELLATE COURT.

-Minutes.-

America vs. Perrula P. Haughton et al.

Knox C. C. Appellant's petition to modify

4438. Harrison Callicott vs. Lucy S. Allen.

Vanderburg C. C. Appellee's answer to

tition for additional time granted sixty

RECENT LEGAL OPINIONS.

-Restraining Vegetation in Cities .-

In a Georgia case it was held that where

a City Council passed an ordinance prohib-

iting the running at large of cattle in its

streets, but subsequently suspended its

operation indefinitely on the ground that

the growth of weeds and grass was too

luxurious for comfort, health and good

appearance, one who was gored by a cow

running at large in the streets would not

have cause of action against the city. The

question might occur to some whether

grass or cows on a city street was the

placed by the inhabitants of the commun-

-Railways-Expulsion of Passenger .-

Against .-

effects of bodily injuries caused solely by

external, violent or accidental means. De-

ceased was a strong, apparently healthy

man, fifty-eight years of age, who had

to lift from 200 to 300 pounds without difficul-

ty. Immediately after making a lift of a bar

weighing from 350 to 400 pounds, he became

sick and pale, his extremities became cold.

and a cold perspiration stood out on his

face and hands, and the exertion caused

violent dilation of the heart. Held, that the

accident was within the terms of the policy.

-Tresspass on Lands-Liability.-

-Criminal Law-Attempt to Escape .-

A person who enters upon the land of

A policy insured deceased against the

ity. [Law Notes for August.]

Blanchard) 585.1

Mount), 1028.1

Judge Monroe) 860.]

portance to railroad interests. It is under- never been sick, and who was accustomed

more conducive to "comfort, health and

4413. The Life Insurance Company of

complaint for partition. Circuit Court.

vorce. Superior Court, Room 1.

corporated yesterday to operate throughout

Another Indianapolis incorporation yester-

Vore, all of Indianapolis,

shares of \$50 each.

vorce. Circuit Court.

brief (8) on cross errors.

petition to transfer.

days from Aug. 17.

4786. Knickerbocker Ice

pair 150 cars.

Arthur and Alice Dinnage, 113 Kansas, girl. Thomas and Effic Whittington, 1027 Udeil, girl. Homer and Margaret Busby, 1234 West Twenty-D. V. and Emily Lincoln, 2294 North Delaware, and Margaret McAllister, 821 South Carl and Laurena Patton, Chester avenue,

James and Nora Mescall, 2234 Station, girl. George and J. Van Camp, 2136 North Pennsyl-Warfield and Lulu Marshall, 600 Douglass, girl. William and Ida Durflinger, Indianapolis, girl. W. R. and Desdemona Harryman, 304 Birch, girl. Herman and Margaret Sanders, 1619 North Western, boy. Leslie and Alta Sulgrouse, 1501 Dallas, boy.

Marriage Licenses.

James E. Cowherd and Daisy Harris. nuel Featherling and Mary E. Richison, Thomas F. Scullin and Elizabeth Disher. George D. Smith and Lizzie Miller. Peter Kiefer and Margarette Johantges. Frank W. Hawley and Mabel C. Alcorn. Camille Bodenreider and Katie Johantges. John Lehnert and Lizzie George.

Deaths.

Henora Dean, seventy-one years, 629 East New Emma B. Ney, afty-two years, 1631 North Capitol, parttic dementia. Mary Gorden, eighty-one years, 960 North Delaware, arthritis deformous. Alice Jane Howard, one year, 1506 North Senate, bronchial pneumonia.

Abraham Greif, seventy-two years, 2819 Wes Tenth, heart failure. Anna Quakenbush, seventeen years, 151 Dougold fever. Neal Virgil Waldon, two years, 1041 Belmont Ora Craig, one year, 1618 Ringold, chronic Melvina L. Campbell, eighty-one years, 329

FUNERAL DIRECTORS.

Gordon H. Smith, sixteen years, 241 East Mor-

Ruth, heart debility

ris, valvular insufficiency.

TUTEWILER & SON. Undertakers, 129 W. Market st. Tel. 215. JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 963. Old Main 1430. FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411,

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington. Tel. 2525. Branch works E. entrance Crown Hill. MONUMENTS-M. H. Farrell, 241 West Washington st. New 'Phone 2418.

FOR SALE-REAL ESTATE.

REAL ESTATE-For sale: The best brick and tore and omce building in Tipton, Ind.; 6x140 feet; 2 stories; well rented; less than cost to build. Address FRANK KERN, Owner, Mat-

FOR SALE-MISCELLANEOUS.

FOR SALE-Or rent: Invalid and reclining chairs. W. D. ALLISON CO., 505 N. Alabama. FOR SALE-The latest map of indiana and the 1900 census; prepared especially for the Journal by George F. Crain, the famous map publisher; size, 30x46 inches, on strong map paper; tin rods at top and bottom; embracing a handsome fivecolor map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, countles in colors, railroad stations and all natural features; a marginal index showing 15-00 census and alphabetically arranged list of towns, etc.; the other side contains a five-color map of the world and the United States; 50 cents, postpaid. Inquire of any agent of the Journal or address MAP DEPARTMENT, the Journal, Indianapolis, Ind.

FOR RENT-ROOMS.

FOR RENT-Suite of rooms, with grate, furnace modern conveniences; also good board. Call 815 N. Capitol av. FOR RENT-Furnished room, \$10; also suite unfurnished rooms, alcove, bath, light fuel, \$15. 1220 College. Good boarding house near, \$4

STORAGE.

STORAGE-INDPLS. WAREHOUSE CO., H. A. Crossland, Mgr. 517-523 S. Penn. Telephone 1343. We STORE, PACK and HAUL. STORAGE - The Union Transfer and Storage

Company, corner East Ohio st. and Union

tracks; only first-class storage solicited. Crating and packing. 'Phones 725. FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER.

LOANS-Money on mortgages. C. F. SAYLES & CO., 127 East Market street. SEALED PROPOSALS.

PROPOSALS FOR COT COVERS-Chief Quartermaster's Office, 415 Pullman building, Chi cago, Ill., Aug. 17, 1903. Sealed proposals. triplicate, will be received at this office until a. m. Thursday, Aug. 27, 1903, for delivery of 10,000 cot covers, conforming to established standard and specifications. Government reserves right to reject or accept any or all pronosals or any part thereof. Preference given to articles of domestic production or manufacture. conditions of quality and price (including in the price of foreign productions and manufactures the duty thereon) being equal. Particulars and blanks for proposals will be furnished upon ap-Envelopes containing proposals to be adorsed "Proposals for Cot Covers" and adto MAJ. W. H. MILLER, Quartermaster, U. S. A., in charge,

LEGAL ADVERTISEMENTS.

SALE OF COLUMBUS BARRACKS, Columbus Pullman Building, Chicago, Ill., August Under provisions of Act of Congress of June 30, 1902, and by direction of Secretary of there will be sold at public auction to highest bidder on premises, at 12 noon, October 1906, the property known as Columbus Bar-Columbus, Ohio, containing 71 acres, more or less, and embracing all the land perteining to the United States military reservation not dedicated to the city of Columbus, Ohio, by Joint Resolution of Congress approved February in 1903, together with improvements thereon, Premises, maps and descriptions thereof may be seen by applying to Quartermaster at Columbus Barracks. Conditions of sale: First, the property will be offered for sale as a whole; no bid will be received for less than con con the duly appraised value of the land and improvements; third, if a suitable bid, equal to or in excess of the appraised value of \$290,000 not received, the offer for sale as a whole will be withdrawn, and the property will then offered for sale in three parcels, separately, as described and indicated in maps and descriptions; and if the aggregate of the bids received does not equal or exceed the appraised value smagno, the offer for sale in three parcels will withdrawn; fourth, a deposit of \$29,000 will be required of highest bidder at time of sale it a suitable bid for the property as a whole is received as above stipulated; if sold in parcels, as herein provided, the highest bidder for each parcel will be required to make a deposit of not ess than 10 per cent, of the bid in each case; balance of payment must be made within 20 cays of date of sale. W. H. MILLER, Quartermaster, U. S. A.

NOTICE OF ESTIMATES OF EXPENSES day was generally bullish. For the Calendar Year, 1904.

Notice is hereby given that the following are the aggregate amounts of the different estimates of expenses for the calendar year 1904 that have been filed in my office in pursuance of Section 25 of "An Act Concerning County Business," approved March 2, 1899, and for which the Main County Council will be asked to make anpropriations in pursuance to said act at its regular meeting to be held on the first Tuesday after the first Monday of September, 1963, to wit: Clerk of the Circuit Court, for salary, office expenses, etc . County auditor, for salary, office ex-County treasurer, for salary, office ex-County recorder, for salary, office ex-County sheriff, for salary, office ex-County surveyor, for per diem, office 7,050.00 County superintendent, for per diem, office expenses, etc ... County coroner, for salary, office ex-County assessor, for salary, office ex-Clerk of Circuit Court, for expenses of Clerk of Circuit Court, for expenses of Criminal Court . Clerk of Circuit Court, for expenses of Superior Court, No. 1 Clerk of Circuit Court, for expenses of Superior Court, No Cerk of Circuit Court, for expenses of Superior Court. No. 3. 8,260,00 that, even with the most favorable weather Clerk of Circuit Court, for expense of uvenile Court Clerk of Circuit Court, for expense of insanity inquests Clerk of Circuit Court, for expense of assessor of Center township, for per-Assessor of Franklin township, for per-Assessor of Perry township, for per Assesser of Pike township, for per-

Assessor of Washington township, for

Assessor of Warren township, for per-

Assessor of Lawrence township, for per

smessor of Decatur township, for per

Posrd of County Commissioners, for expenses of public buildings and insti-tutions, bridges, poor, elections, sal-

sor of Wayne township, for per

JOURNAL BUSINESS DIRECTORY.

New No. 241 Mass. av., 228 N. Dei. st. Tel. 840 SALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, Buc boards, etc.) 25 Circle. Tel. 1007. THE PEERLESS FOUNDRY, 710-18 E. Mary land, manufactures stove repairs and do repair-

WANTED-MALE HELP.

RECRUITS-Recruits for the United States Matween 21 and 35; good character; must speak, read and write English. Marines serve at sea on men-of-war in all parts of the world; on land our island possessions and at naval stations in the United States. Apply Room 201 Sentinel building, Indianapolis, Ind.

All advertisements inserted in these columns are charged at the very low rate of 5 cents a Blank or dash lines at the same price per Telephone 238 and your ad, will be called

WANTED-FEMALE HELP.

WANTED-Good colored girl; two in family. 730 South West st. WANTED-White girl for general housework; small family; no washing; good wages. 1314 North New Jersey street. WANTED-Earn \$6 weekly writing letters at evenings. For particulars address F Box 73, 1364 Broadway, New York. WANTED-Diseases of women successfully treated by Dr. Bula, 157 North Illinois street.

WANTED-MISCELLANEOUS.

Consultation free and confidential.

WANTED-FEATHER BEDS And pillows wanted for cash. Address C. F. DICKÍNSON, General Delivery, Indianapolis,

BUSINESS CHANCE.

BUSINESS CHANCE-Active man with \$450 can

hear of clean business paying \$40 weekly clear profit; no scheme; will bear close investigation. Address Box 771, care the Journal BUSINESS CHANCE-For Exchange-A grand opportunity for country merchants; a stock of general merchandise, invoiced at about \$11,700; ought from the wholesale house less than 12 months, for cash; goods in fine shape; up-todate and salable lines, well filled; open and subject to examination; an inexperienced owner reason for trading; a fine deal can be made for a little cash and some good property. Another stock of \$4,800, one \$18,000, one \$7,850 and one address BROWN & CO., 508 Hall building, Kansas City, Mo.

NOTICE.

NOTICE-JOSEPH GARDNER, tin work and furnaces, 39 Kentucky av. Telephone 322. NOTICE-Stay there, stick tight, don't peel off whitewash for stables, storerooms, etc.; calci-nine sprayed on evenly in colors. HENRY TAY-LOR & CO., 608 N. Senate. New 'Phone 300

PRIVATE WIRE ADVICES.

Market Showed Strength at Opening and Trend of Prices Was Upward. [Porterfield & Co.'s Telegram.]

NEW YORK, Aug. 18 .- Another great day for the buyers. The market showed strength at the opening despite the fact that London was inclined to take profits. The trend here was upward and the coalers all made new high points. St. Paul and Atchison came in for a two-dollar rally, while Rock Island again broke loose and advanced \$3 a share or a total of \$8 in two days. The good feeling was fully distributed and when the grain market showed that there were prospects of a big crop the investing public bought the railways. The B. & O.'s July report was an incentive to buy that stock, while the expected favorable report of Eric helped the issues of that company. The Gould stocks were strong and Butler Brothers, the leading brokers for Gould, were in the market buying liberally. Chicago & Great Western made a point advance. While it is not definitely known whether this road will be controlled by one of the trunk lines or not, one thing is certain, President Stickney has a good cheap property that can always control the situation. The upward trend continued till the last half hour, when the room crowd took profits and about one point decline followed in the high-priced stocks. This is but natural and the puzzling feature has been that it has not come sooner. When you figure that we have had from a 10 to 15 point advance, we must look for a healthy reaction. On any further recession would buy

stocks, especially the coalers. Large Interests Favor Bull Movement.

[Albert R. Thompson & Co.'s Wire.] NEW YORK, Aug. 18 .- To-day's market gave further evidence that stocks are in strong hands and that large interests are favorable to a bull movement. On the recessions heavy buying of the best character developed and offerings were quickly absorbed without checking the advance to any appreciable extent, except in the last half hour, when heavy realizing sales caused prices to decline somewhat but throughout the reaction the buying continued to be of was of a bullish nature, including a favor- | Cincinnati, Hamilton & Dayton. able government crop report. The reaction near the close was a healthful sign and will afford intending purchasers to pick car wheel, its essential leatures being a George Gray. Laporte C. C. Appellee's pe-

Market of Strength and Buoyancy.

[Meyer & Kiser's Telegram.] and even buoyancy characterized the market to-day for the greater part of the trading, but a reactionary tendency developed in the last hour, which served to reduce the gains made by the list in the earlier trading. There was considerable selling and renewed activity on the part of the bearish traders, and it was intimated that a bear pool was being formed to resist the advance of the market. The declines were not sufficiently heavy to indicate that the upward indication that bear tactics would meet with substantial objection. Sentiment to-

INDIANA'S CROP REPORT

Weekly Bulletin on Condition of Indi-

ana Agricultural Prospects. W. T. Blythe, director of the Indiana section, climate and crop service of the Weather Bureau, makes the following report of crop conditions for the week ended Mon-

day, Aug. 17:

The daily mean temperature ranged from to 8 degrees below normal in all sections ness of Western lines in accepting, is not ing" tickets while on the train, it might and averaged for the week and for the State about 5 degrees below; the greatest desciency was on the 12th, and the lowest temperature in the north section, light frost being reported in Allen county on that

While light local showers fell at scattered

places, precipitation was deficient in the north and central sections; in the southern portion of the State light to copious showers were quite general. As to color and vigor corn looks well generally, and, in the south and localities in other sections where rain fell, a marked improvement in its condition is apparent. But the bulk of the crop is from one to three weeks late and, on account of continued cool weather, is making such slow growth

during the balance of the season, a full crop is not expected. The second crop of clover is fairly good. but the yield of seed varies from good to practically none. Tomatoes for canning, of which there in the aggregate, a large acreage in the State, are generally in good condition, but are late and growing slowly. Packing will probably not begin until ten to twenty days

later than usual, or about the 20th or 25th The yield of potatoes being dug is light t fair. Late potatoes are more promising. Cantaloupes and watermelons in the southern section are yielding profitable crops. Tobacco is doing well. Winter apples are reported to be falling

badly in some places, and hanging and growing well in others. The prospects for 437.56 more than a light crop have not improved. Some wheat and oats are yet to be threshed in the north section.

NOT PLEASED WITH RATE CONDI-TIONS IN THE NORTHWEST.

Belief that the Chicago Great Western Has Been Sold-Earnings Show Satisfactory Gains.

Officers of the Pennsylvania lines have notified other lines operating east from Chicago that unless the ruinous competition of the Canadian Pacific is stopped the Pennsylvania will be forced to protect its business from the Northwest by meeting fares of the Canadian Pacific and the Soo lines. The notice is so strong in its tone that it has caused considerable comment, as it has not been thought that the roads named were cutting into the business of the Pennsylvania sufficiently to cause any of the Eastern lines to take notice of them; but the conditions, as set out by the Pennsylvania, are such as to demand action on the part of the American roads, and some plan is to be devised to meet the foreign lines on passenger business between St. Paul, Minneapolis, New York and New England points.

Railroad Earnings Gratifying.

Gross earnings of the railroads in the United States reported for the first week of August show an increase of \$5,917,541 over last year, or 7.7 per cent. over 1902, and 16.3 over 1901. It is noticeable that all classes continues to report larger earnings than the preceeding year. The earnings of the roads reporting for July showed a gain of 12.4 per cent. over July, 1902, and 21.8 per cent. There are some additions to be published, but they do not materially change the figures. The Trunk lines now include the Baltimore & Ohio as well as the New York Central and other important systems in this section, and there is a large gain, these two classes leading all others in percentage of increase. Southern and Southwestern roads report a considerable gain and include all the important roads in that territory. In the Pacific group the increase in earnings reflects a heavy tonnage. Traffic in nearly all lines seems to be large, earnings.

Control of Chicago Great Western.

A report is current that the Chicago Great Western has passed into the control of the Chicago, Milwaukee & St. Paul, and that the Missouri, Kansas & Texas is to be operated by a joint agreement by the two last named roads. If the story from New York is true that the roads have united on a plan of control and operation of the Great Western it will give the M. K. & T. system direct connection with Chicago and also eliminate the Great Western from the St. Paul territory as a rival. In local circles this statement is doubted, but it is thought that eventually the road will pass into other control as a protection in the maintenance of rates. The Great Western is controlled by English investors, for the most part, and despite the fact that President Stickney's interview is questioned in certain quarters, it is understood in the East that a deal for the transfer of the road is well under way, but whether it is with the Chicago, Milwaukee & St. Paul or the Chicago & Northwestern seems to be open to doubt.

L. E. & W.'s First Half of Year. The Lake Erie & Western report for the quarter and six months ended June 30,

shows:		ALK
Three months: 1908. Gross\$1,317,756	1902. \$1,141,341	1901.
Expenses 981,908	805,235	
Net \$335,848	\$336,106	
Charges 216,608	216,974	
Surplus \$119,240 Six months:	\$119,132	
Gross\$2.447.744	\$2,238,766	\$2,225,943
Expenses 1,775,494	1,563,601	1,732,766
Net \$672,250	\$675,165	\$493,177
Charges 433,816	434,292	334,375
Surplus \$238,434	\$240,873	\$158,802
Personal, Local and	General	Notes.

C. E. Schaff, general manager of the Big Four, was in the city yesterday, going thence to Hillsboro, Ill. The Big Four lines are now handling 5,900 to 6,000 loaded cars per day and on one day last week handled 6,376. Ralph Peters, general superintendent of

the Panhandle, returned from Bayhead, N. J., where he spent a few days with his The new Paducah-Cairo branch of the

Illinois Central was opened to traffic on Sunday. The road is thirty-five miles long and cost \$1,900,000. Thomas Noonan, general manager of the Central States Dispatch, was in the city yesterday, accompanied by his wife, en route to Yellowstone Park.

The Cincinnati, Indianapolis & Western, from Indianapolis to Springfield, Ill., is to the best. The news of the day in the main | be known as the Springfield division of the The Great Northern is testing a patent car wheel, its essential features being a

will reduce train draught 20 per cent. The board of managers of the Union Rallway Company held their fall meeting yesterday. Little business was transacted NEW YORK, Aug. 18.—Persistent strength aside from the approval of bills presented. T. J. English has been appointed acting superintendent of the Mahoning division of the Erie with headquarters at Youngstown, owing to the serious illness of J. M. Bar-

> The Baltimore & Ohio just put into service the biggest wrecking train in the world. The derrick will be able to pick up an engine from the tracks and place it to one side readily.

C. S: Millard yesterady assumed the duties of engineer of maintenance of way movement had been definitely checked, and he left the position to enter the service of the Illinois Central.

George Henry has resigned his position as general passenger agent of the Detroit Southern Railway; at Toledo, to enter the coal business. He becomes vice president of the Whipple Coal Company. The western lines held a special meeting at Chicago to discuss rules governing the adoption of the 2,000 mileage book, good on

trains. It is understood the matter has been referred to the executive officials. The Cincinnati, Indianapolis & Western, having relieved its congestion somewhat, has placed two more engines in service hauling gravel trains for the Springfield extension, making five now in service.

The Vandalla, owing to the congestion of business at St. Louis due to the tardireceiving business for East St. Louis, St. Louis proper or lines west of St. Louis. The Peoria & Eastern yesterday received from the Brooks Locomotive works a fine

Atlantic type passenger engine and before the end of the week will relieve two more, completing an order placed some months The victory of the Chicago Great West. ern in its legal struggles to get into Oma-ha over the Union Pacific bridge is thought to establish a precedent of the highest im-

stood the Union Pacific will carry the case to the Supreme Court. Thomas Gucker, for forty years an employe of the Pennsylvania, who retired from his position as superintendent of the Philadelphia division, was presented by his ellow-employes with a thoroughbred Kentucky horse, with robes, blankets and everything necessary to a complete outfit. There are eight lodges of the order of the Brotherhood of Locomotive Firemen in Buffalo. Every "oad that runs into Buffalo is represented in the lodges. Some of the members are now engineers and members of the Brotherhood of Locomotive Engi-

neers who retained their membership in the firemen's order. Men usually well informed as to the affairs of the Philadelphia & Reading are firm in the belief that the financial control of the property is now vested in the Pennsylvania and the Lake Shore, and that much of the large sum of ready money recently acquired by the Fennsylvania was used in financing the deal.

Plowing for fall seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding is in progress in them in the last few years to weld several seeding in the sections. The progress in the sections is in progress in them in the last few years to weld several seeding in the sections. The progress in the sections is in progress in the sections in progress in progress in the sections in progress in the sections in progress in progress in the sections in progress in the sections in progress in progress in the sections in progress in progress in progress in progress i

as the South is concerned, it is a fitting climax to the deal which makes the Sea-

Accompanied by an Argument Favor-

ing Abolition of Liquor Taxa-

tion and License Fees.

oard a part of the Rock Island system. In Kansas City there is a movement or foot among the merchants to force the railroads to take steps to handle freight more promptly. Under present plans the railroads handle all in and out-bound freight OF THE EXISTING PLAN. through the same depot, and the result is a jam of loaded platforms all the time. Two freight houses for each road

be ample for 20 years to come. They now To the Editor of the Indianapolis Journal: find thmselves obliged to do something A few days ago the Journal editorially to increase their facilities for handling gave official statistics showing that the Plans are already under way to establish revenue derived by the United States from passenger train service from New York to the products of distilleries and breweries the City of Mexico, by way of the Pennran up into the hundreds of millions the sylvania, the Seaboard Air Line, the St. Louis & San Francisco, the Chicago, Rock last fiscal year, to which is to be added Island & Pacific and the Mexican Central. | many more millions from specific taxation The latter road is already said to be on the sale of these products, adding that part of the Rock Island. The delicacy of admitting the fact is due to the fear that the increased manufacture of whisky is not the public may be alarmed at the great- to be regarded as indicating an increase of ness of the Rock Island system, to the its use as a beverage since most of it is used in the arts, while the increased use of Judging from orders already given by the beer is wholly attributable to its increased railroads for steel rails to be delivered next year there will be by far more money use as a beverage, as no beer worth namspent in reconstruction work than the presing was manufactured before about 1840. ent year. The placing of orders up to this It would have been timely and very proper time amounts to 1,100,000 tons, all to be delivered next year, which is over one-third to have added that every dollar of these the total capacity of all the steel rail mills hundreds of millions is extorted from the in the country. Independent of the imusers of these products by an un-American. ported rails the consumption by the various systems throughout the country this year unjust and indefensible system of taxation, which must sooner or later be abandoned. With the acquisition of control of the There is no moral or economic reason why Louisville & Nashville by the Atlantic Coast whisky and beer should be specifically Line one more American railroad passes from foreign control. At one time most taxed at any stage of their career that is of the important lines of the country were not equally applicable to the products of all under foreign control and even as late factories and foundries and farms, hence as 1900 more than 50 per cent. of the stock of such typical American lines as the Pennthe sooner this system of collecting revenue sylvania was held abroad, while at presis abandoned the better. It should be with ent only two roads, the Chicago Great the least possible delay; justice demands Western and the New York, Ontario & it, and the cause of temperance and so-

President Edward Dickinson, of the Orient As to the use of whisky as a beverage it is within bounds to say that not one gallon per capita is used to-day to twenty used the latter line, negotiated the traffic agreethree-quarters of a century ago, and this ment between the railways and the steamdifference is not attributable in any apship company. "The pight before I feft London we concluded a contract with the preciable degree to the difference in the cost Hamburg-American line of steamers from then and now. It is hardly extravagant to 39,400 All these stocks can be traded for all especially of the better paying classes of | Port Stillwell to China via Hawaii and | Say that then every man, woman and child good property or part cash. For full particulars | freight, and this is reflected in the heavier | Japan. That company already has steam- in Indiana used it when they could get it, ers plying to all points in the Orient via and very few always used it in such moderation as not to become at times more or less drunk. It was then only \$5 a barrel, 25 cents a gallon, or 10 cents a quart, with no government officer to interfere as to the quality or quantity of the article used. Small distilleries abounded, and it was quite customary for well-to-do farmers to exchange fifty bushels of corn for a barrel of whisky, which they kindly sold to their less opulent neighbors at the figures above A SAMPLE ACCOUNT.

now remaining.

Not long ago I had the privilege of looking through the "account book" of one of these provident men. He was a Methodist class leader. On one page was his account with the school teacher, who was a popular local preacher. It ran: "Rev. Blank, dr. to a quart of whisky, 10 cents;" this entry appearing about every week or ten days. On the credit side was occasionally, "credit by school bill, for the quarter, \$1.50." Under The American Printing Company with a the social customs of that period such encapitalization of \$20,000 was incorporated tries, in substance, were common. It was this universal use of whisky that gave rise state. This new company will be located in to the licensing of certain persons to sell Indianapolis and will not only do a printing | whisky "by the small," and to allow it tobe drunk on the premises. It was assumed that travelers as much needed whisky as they needed food, hence tavern keepers were licensed to sell it "by the small," meaning in less quantities than a quart. But, to be entitled to a tavern license, the applicant must have at least one spare bed and stables for at least four horses, and he must be first indorsed by twenty-four freeholders as "a man of good behavior." Later avenue. The directors for the first year he was to be "a man of good moral character." but still later, when it came to be understood that no man of good moral character would keep a tavern and sell whisky, the "moral" was eliminated, so that now a liquor seller needs be only a man of good character. What that means in law is seen cock, Madison, Hamilton and Marion. The in the keepers of our winerooms and other places. Under the workings of the first laws it was not uncommon for the same man to hold at the same time a license to preach and a license to keep tavern, hence many of the Baptist and Methodist preachers of three-quarters of a century ago in Indiana | Michael Glaab et al. to George Glaab,

were both liquor sellers and preachers of no A characteristic of early licenses was that the applicant paid a dollar as a fee to the clerk of the court, and about \$5 a year into the public treasury; in no case to be more than \$12, the exact amount being determined by the local tax on a merchant, which, in most counties in Indiana, was

usually about \$5 The truth of history requires me to say that the Methodists of that period were a little ahead of the Baptists and Presbyterians, for they expressly provided in their discipline that no local preacher should keep tavern, and that if any Methodist allowed "any improper conduct under his roof." he should be turned out of meetingprovisions that were, however, so manifestly against personal liberty that both restrictions were dead letters from the beginning, for there was little if any difference between Methodist taverns and others. This implied indorsement of dram selling by members of the church was eliminated from the Discipline in 1840, but the custom continued until the progress of temperance through the Washingtonians and the Sons

Temperance in the fifties closed out Methodist dram shops. In the evolution of the license policy we have drifted far away from its original purpose. It was primarily to forbid the keeping of dram shops by men who would sell indiscriminately, hence the indersement by twenty-four freeholders was required as to fitness to be intrusted with so dangerous a business, and the cost of a license was only about what one storekeeper was required to pay. With the quickened sensibilities of the people which came with the temperance reformation fight fifty to sixty years ago it | street, \$200. became more and more difficult to obtain a license by the class of men willing to continue in the business, whereupon they proposed to divide the profits of their business with the State, if the State would only al-

good appearance." but this was a matter low them to continue in it. resting withing the sound discretion of the OBJECTIONABLE PROPOSITION. City Council, in whose hands such questions of expediency and taste had been To all temperance men this proposition was abhorrent from the beginning, but enough people have been found from time to time to accept their dividend and to thus Because a traveler on a railway train continue in the business to the extent that has no ticket, that, in itself, furnishes no their share of the profits makes them partwarrant for putting him off the train. Though he had no ticket the right is his to ners. To better secure the protection of the pay the fare in cash. The demand upon State the saloon people have, from time to him must be either for a ticket or for time, greatly increased their dividends withpayment of the fare in cash, and if he offer to pay, the railway company ejects out improving the character of their busihim at its peril. But, if a person who is in ness, dividing largely with the State and the employ of a connecting railway comin many cities dividing much more liberally pany, and because of his employment is permitted to ride free on the train of the with the city. By this device they have conother company, and is detected in "scalptinued to do a business from which they would have been driven decades ago but for possibly furnish justification to the conit. Not a saloon would be found in Indiana ductor in stopping the train and putting to-day, operating under State pretection, him off, even though he offer to pay the but for the dividend they make to the fare. [34 Southern Rep. (Louisiana, Judge State and municipality of the profits of their business. -Accident Insurance-Accidents Insured

On the same page of the Journal which speaks of the immense revenues derived from the manufacture of intexicants is a short editorial calling attention to the large number of licenses that have been refused under remonstrances. The significance of this fact is that the people in rural districts, especially are in revolt against their enforced partisanship with the saloon business. They spurn the bribe and will no longer accept it. Some whole counties have withdrawn their connection with the business. and the work is gaining so rapidly that the saloon interests of the State have already announced that the repeal of the law which allows such protests is to be the chief issue in the election of the next and all future [72 Pacific Rep. (Washington, Judge egislatures. They have but one politic, and that is the unmolested right to buy the right to keep saloons by sharing their profits with the good Christian people of

another and appropriates the timber there-Such is the evolution of the license on under circumstances justifying the contem. From a desire to secure only good and clusion that if he did not know he was suitable men to transact what, by the cuswithout right so to do, it was because he toms of the period. was regarded a necesdid not choose to know it, is a mere tresssary but dangerous business, it has bepasser and depredator, and is liable in come the only bulwark to what is univer-sally acknowledged to be the most prolific damages. [34 Southern Rep. (Louislana, school of vice now known, as well as the greatest financial burden upon taxpayers. They would be willing to share much more When a party suspected of crime, in any manner endeavors to evade or escape a liberally rather than to go out of business threatened prosecution by flight, conceal-But it is too late; they will never elect a The Manufacturers' Record of this week other ex-post facto indication of a desire lews the people to protest against receiving says the courage and ability of John 8. to evade prosecution, such fact may be a share of the profits of the saloon busi-

TO-NIGHT ARK==8 p. m. "A HUMAN SLAV

Thursday, Friday and Saturday MR. J. FRASER CROSBY, Jr., Fresents

MISS INEZ FORMAN

Supported by the Eminent Actor JOHN DILLON And her Company, in a splendid Scenic revival of the Greatest of all Emotional Dramas

Magnificent Costumes, Special Scenery.

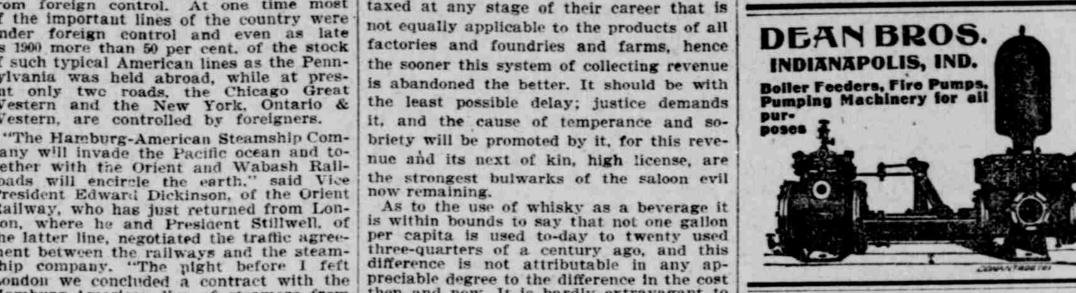
PRICES-10c, 20c, 30c. Everybody Goes to the Park. Monday --- "FOR MOTHER'S SAKE."

AMUSEMENTS.

ZENGLISH'S

Thursday, Aug. 20, One Night Only. AL. G. FIELD GREATER MINSTRELS

50-ARTISTS-50 PRICES-\$1.00, 75c, 50c, 25c. Seats Now Ready



YOUR SUMMER VACATION.

If you take one you will want to keep in touch with home. The best way to do this is to have the Journal mailed to you. Leave your order before starting. We will change the address as often as you desire.

SALES OF REAL ESTATE.

Twenty-Three Transfers Made Matter of Record Yesterday. Instruments filed for record in the recorder office of Marion county, Indiana, for the twentyfour hours ending at 5 p. m. Aug. 18, 1903; George T. Kepler et ux. to Charles Sherfy, Lot 46, Wrewson & Meyer's University Place add, Irvington...... Nannie E. Miles to Sumner A. Furniss et al., pt of Lot 30, Pratt's sub of Out-Jesse A. Lane et ux. to Charles J. W. Shearer, Lot 68, C. M. Cooper's Pleas-ant Park add. Also, Lot 24, Jefferson A. Lane, Lot 68, C. M. Cooper's Pleasant Park add. Also, Lot 24, Jefferson Park add Willoughby George Walling William Runyan, Lot 87, W. J. Davis's Sugar Grove add

Sarah A. Cox to Aaron C. Rodecker et ux., pt of Lot 10, Augusta ... Charles H. Pearce et ux. to Robert C. Light, pt of Lot 9, Wellington. Mary Kelly to Margaret A. Kelly, Lot 5, Reading, Tompkins, Davis & Kelly's Oliver E. Harlan to William H. Everitt, pt of the n w 14, Sec 6, Tp 14, R 4... W. H. Everitt et ux. to Oliver E. Harlan, pt of the n w 14. Sec 6, Tp 14, R 4 ... Arthur V. Brown et ux. to Thomas P. V. Brown's Belmont add ... Thomas W. De Haas et ux. to Sol Meyer, Lot 66, Morton Place. Mary B. Payne to John G. Miller et ux. Lot 49, Davidson's 2d add ... Lot 3, Michael Glaab's add .. George Glaab et ux. to Frances

Mauer, Lot 4, Michael Glaab's add. Mary Craig to Mary Alice West, Lot 67. Morton Place .. M. S. Huey Company to Capitol Lumber Company, Lots 1, 2, 3, 4, 5 and 6, Adams's sub, A. E. Fletcher's 1st add... Mary A. Coburn et ux. to Frances D. Baxter, Lot 48, Woodruff Place..... Willoughby George Walling et ux. to Nellie T. Sullivan, Lot 7, King's sub, Bryan's add Willoughby George Walling et ux. to Anna Jane Hess, Lots 318, and 319. Allen, Root & English's 2d Woodlawn Willoughby George Walling et ux. to John B. Haslinger et ux., Lot 42, King's sub, Bryan's add Charles G. White et ux. to Frank M. White, trustee, Lot 35, Maguire's sub of Outlot 151, city of Indianapolis Frank White to Charles G. White et ux... Lot 35, Maguire's sub of Outlot 151,

city of Indianapolis Transfers, 23; total consideration......\$45,980.00 Building Permits.

Charles W. Hall, addition, 1005 College avenue, Malinda Cook, double frame dwelling, 2528 and 2530 Bellefontaine street, \$1,590 J. L. Potter, addition, 1919 North Capitol ave-M. Larimore, addition, 411 Rural street. Mrs. Backer, repairs, 617 West Pearl street, \$90 August Essizke, double frame building, Randall street, near New York, \$1,500. G. N. Gillum, remodeling storeroom, 23 Deming street, \$175. Caroline Eisele, remodeling two frame build

ings, 1282 and 1284 Silver street, \$400.

B. F. Mason, frame barn, 536 North Temple

American Greeks.

They're very fearful things to rhyme And marshal into rhythmic time, Yet these hellenic letters stand For memories both gay and grand: Gay, since the pleasure of the days -(Who'll ever sing, with proper praise, The wondrous free, and reckless joys That come in flocks to college boys?)-Spent in scholastic temples, is Due to the Greek fraternities * . . Grand, since the single teaching of Them all is just fraternal love-True friendship, nowise based on aught But manly worth, with not a thought policy or worldly gain To soil its glory, ay, to stain. His were indeed a barren soul Who falled upon his chapter roll As he repeats it in his mind, Vho did not feel-he needn't speak-: 'Egad, 'tis good to be a Greek!

So here's to them, where'er they be, Pst Upstion, and D. K. E! To Kappa Alpha, North and South (Down to the Mississippi's mouth!) Phi Gamma Delta, Sigma Chi, Psi, and Alpha Delta Phi, To Zeta Psi, and further on, To Sigma Alpha Epsilon, Phi Delta Theta, Alpha Tau Omega, Sigma Phi-(with awe wonder how the rhymes will go?) To Theta Delta Chi, heigho!-To Beta Theta Pi, and to hi Kappa Psi and Delta U. Phi Kappa Sigma, Delta Psi Of pride and glad relief): Chi Phi! -New Orleans Times-Demcerat.

HER IDEA. Mr. Henpeck-I guess she thought it was her husband, RAILROAD TIME CARD.

M. time is in BLACK figures. Trains marked

thus: *-Daily: S-Sleeper: P-Parior Car: C-Chair Car: D-Dining Car: +-Except Sunday: 1-Sunday only 1Daily except Monday BIG FOUR ROUTE.

City Ticket Office, No. 1 East Washington St. CLEVELAND LINE Cleveland, New York and Boston ex, 8. *8.00 "The World's Fair Route"

St. Louis accommodation t. Louis southwestern. lim, d s 11.45 t. Louis limited, d s Terre Haute and Mattoon accom .. "Exposition Flyer" CHICAGO LINE. Kankakee secommodation Lafayette accommodation Chicago fast mail, d p .. Chicago White City special, d p *3.30 Chicago night express, s. CINCINNATI LINE.

Cincinnati express, 8.....*3.43 *11.40 Incinnati express, s. Cincinnati express, s ... Cincinnati accommodat PEORIA LINE. Peoria, Bloomington, m and ex Peoria and Bloomington, fex. dp*11.50 Champaign accommodation, pd.4.10

Columbus and Springfield ex *4 89

Ohio special, d p..... CIN., HAM. & DAYTON RY. City Ticket Office. 8 & 10 N. III. St. Claypool Hotel. Cincinnati express, s c ... *4.00 Springfield and Decatur Ex. se 11.10

Chi'go night ex, ... 12.55 Chicago fast mail, s. pd Lake Erie & Western R. R.

MUNDN'ROUTE Ticket Office, 8 & 10 N. III. St.

CHI., IND. & LOUIS RY.

*6.40

*10.35

Toledo, Chicago and Michigan ex †7.15 Toledo, Detroit and Chicago lim.... • 12.20 duncie, Lafay'te and Mich C'y spec. +7.25 +10.25

Ticket offices at Indianapolis Union station station and at corner Illinois and Washington Streets. Philadelphia and New York..... Baltimore and Washington....... Columbus, Ind. and Louisville...... Columbus, Ind. and Louisville .. Columbus, Ind. & Madison Louisville Accommodation..... North Vernon and Madisoz .18.05 Dayton and Xenla 6.4 Pittsburg and East. Phil., New York. .. *8.10 •12.10 ogansport and Chicago..... +12.30 kichm'd, way points to Bradford, O.+1.25 Philadelphia and New York......3.05 .*3.05 *12.10 *3.05 *18.10 ltimore and Washington..... Dayton and Springfield. incennes Accommodation. Louisville and Madison pencer and French Lick. *9.45 ttsburg and East *3.20 Columbus, Pittsburg and East.

Dayton and Xenia Richmond Accommodation. Logansport and Chicago . VANDALIA LINE. St. Louis limited..... Terre Haute, St. Louis and West 7.15 Terre Haute, St. Louis and West...... 12.15 Vestern Express Terre Haute and Effingham Acc Terre Haute express . Green castle and Terre Haute St Lands and all points West 12.15

Louisville Accommodation.

Phil. and New York "The Limited'

INDIANA UNION TRACTION CO. Station, Magnolia building, corner Kentucky

*Daily. †Daily except Sunday. Founday only.

For Anderson, Muncie, Marion, Alexandria, Elwood and Tipton and intermediate stations leave 4:15 a. m. and each hour thereafter until 9:15 p. m. and H:15 p. m. Limited trains for Anderson and Muncle, 'arriving in Anderson in 1 hour and 25 minutes and Muncie in 2 hours, leave at 8 and 11 a. m. and 2 and 5 p. m. The II a. m. and 5 p. m. trains make direct connection at Anderson with limited trains for Elwood. Express department-Consignments received until 12 o'clock noon for delivery, same day, to all points between Indianapolis and Muncie; until 8 p. m. for delivery to all points before 6 o'clock next morning, including Muncie, Anderson, Alexandria, Elwood, Tipton and Marion. INDIANAPOLIS & EASTERN R. R. CO.

General offices, Franklin building. All cars depart from Meridian and Georgia streets. For Richmond and intermediate stations. Pas-senger cars leave on the following hours: 6:57 a. m., 8:57 a. m., 10:57 a. m., 12:57 p. m., 2:57 p. m. and 4:57 p. m. For Greenfield, Knightstown and intermediate stations. Passenger cars leave: First car, 5:57 a. m., and each hour thereafter, until 9:57 p. m. Next and last car leaves at 11:15 p. m. Combination passenger and express cars leave at 5:57 a. m., 7:57 a. m., 11:57 a. m., 3:57 p. m. -Regular Saturday Schedule. Half-hour cars for Greenfield and intermediate

at 3:27 p. m., 4:27 p. m., 5:27 p. m., 6:27 p. m. and 7:27 p. m -Regular Sunday Schedule.-Half-hour cars for Greenfield and intermediate ule, at 9:27 a. m. and each hour thereafter until stations, in addition to the above Lourly sched-

-Freight Cars .-For Greenfield and intermediate stations only, Arrive at 7:55 a. m. and leave at \$ a. m. Also arrive at 2:25 a. m. and leave at 3:30 p. m. INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO.

Waiting room and station, Kentucky ave. and First car leaves Indianapolis for Martinsville and intermediate stations at 5:30 a. m. and every hour thereafter, on the half-hour mark, until 10:30 p. m. Last car leaves at 11:30 p. m. Leaving Martinsville for Indianapolis and in-termediate stations, first car at 5:30 a. m. and every hour thereafter until 10:30 p. m. Last car leaves at 11:30 p. m., but runs only to Moores-

Car leaves Mooresville for Indianapolis and Martinsville at 5:30 a. m. INDIANAPOLIS, GREENWWOD & FRANKLIN R. R. CO.

Passenger cars leave Pennsylvania and Washington streets. First car at 6 a. m. and hourly thereafter until 10 p. m., inclusive. Last car leaves at 11:15 p. m. On Saturdays and Sundays cars leave also at 1:30, 2:30, 3:30, 4:30 and 5:30 Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:20 p. m.

INDIANAPOLIS, SHELBYVILLE & SOUTHEASTERN TRACTION CO. Cars leave Indianapolis for Shelbyville and ail intermediate stops from the corner of Washington and Meridian streets on the following hours: 6, 7, 8, 9, 10, 11 a. m., 12 o'clock noon and 1, 2, 2. 4, 5, 6, 7, 8, 9 and 11:29 p. m.

Cats leave Shelbyville for Indianapolis and all intermediate stops as follows: 4:57, 5:57, 6:57, 7:57, 8:57, 9:57, 10:57, 11:57 a. m., and 12:57, 1:57, 2:57, 3:57, 5:06, 5:57, 6:57, 7:57, 8:57 and 11:20 p. m. Round-trip tickets, Indianapolis to Shelbyville. can be purchased at Huder's drog store, corn Washington and Pennsylvania streets, and at the E. E. Ensley pharmacy. Stubbins Hotel block.

—Saturday and Sunday Special Schedule.— Mrs. Williams—I wonder how she ever a car will leave Indianapolis each half hour, mustered up courage enough to hit the excepting 5:30 and 5:30 a. m. and 1:30, 5:36 and burgiar with a polyne il:30 p. m. The last cur leaves at inkinight.
Leaving Shelbyville, the cars will run on the half hour, beginning at 4:27 n. m., excepting 7: and 11:27 n. m. and 2:27 and 7:27 p. m. Leave will leave Shelbyville at 11:22 p. m.

stations, in addition to the above schedule, leave